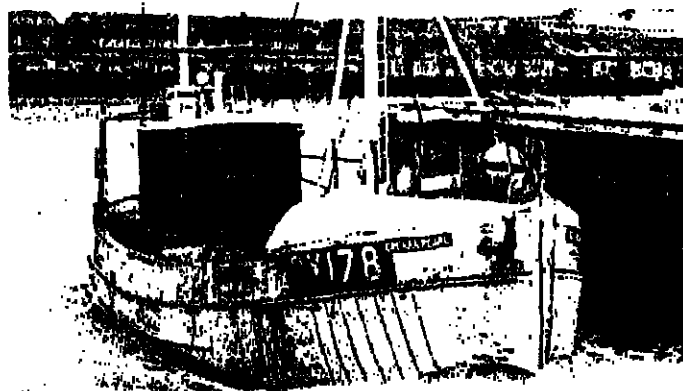


BOYD MOVES TO INSHORE AT GRIMSBY



Grenaa Pearl — sold to the Boyd Line.

THREE-MILE LIMIT FIGHT

SMALL BOAT fishermen in Devon are gathering support for a three-mile limit around the UK. This move, launched by the Exe Fishermen's and Watermen's Association, is also getting the backing of the Whitty Coblemen's Association.

A letter pointing out the problems that small boats are having with larger trawlers has been sent to the Minister of Agriculture and Fisheries, and assistance has been requested from Honiton MP, Peter Emery.

The association told *Fishing News*, that it would be glad to hear from other small boat organisations whose members were being affected by bigger vessels.

The association says: "Larger trawlers are destroying valuable shellfish grounds and fish stocks are being badly depleted. If a three-mile limit could be brought into force, this would protect the larger trawlers in the long term as it would preserve fish stocks for the future."

The association states that it would be no use banning

Mackerel run hopes

MILFORD Haven is hoping that the experiment of transferring frozen mackerel catches from the Hull trawlers *Princess Anne* and *St. Benedict* to the carrier *Ice Star* for shipment to Portugal will result in a regular run.

However, Milford Docks manager, Roy Evans, emphasised that this would depend on whether the owners, once settled, decided that it had been economical.

It is expected that if the owners decide to use the port again there will be landings in March or April before the season ends in the south-west.

... four-boat deal

THE BOYD Line Ltd., of Hull, has secured a foothold in the Grimsby seiner and pair trawling industry by buying out the Grenaa Fishing Co. Ltd.

The vessels involved are the anchor-seiners *Helian*, and *Grenaa Way* and the pair trawlers *Grenaa Star* and *Grenaa Pearl* which have been taken out of the Tom Sleight (F.S.) Ltd. agency and placed under the management of Danbrit (Fish Salesmen) Ltd.

The deal ends weeks of speculation over the future of the Grenaa company vessels and has given Boyd a useful platform in Grimsby where it can develop further interests on the near water side of fishing if, as seems certain, the distant water industry continues to contract.

Boyd is the second Hull-based company to move onto the Grimsby small boat scene this year with the newly formed Danbrit agency as Mike Burton, of Newington Trawlers Ltd., who also

is the chairman of Danbrit, will shortly be operating the multi-purpose vessels *Burton Agnes* and *Burton Pidsen* as a pair team from Grimsby.

Danbrit, which began this year with just one vessel, has now moved onto 21 vessels in the agency following the transfer of the four Boyd boats.

In addition, the agency will be handling a certain amount of Boyd overland fish, from its William Liston subsidiary at Granton.

This latest development at Grimsby is indicative of the uncertainty of the distant water industry and is likely to be the first of a number of transactions expected in the foreseeable future involving small boat operators and agencies.

It is widely known that BUT is anxious to establish itself on the selling side at Grimsby and there are many uncon-

firmed speculations concerning, not only BUT, but other distant water owners and large combines which have been linked with various small boat concerns and movements amidst intense fish dock rumour at the Humber port.

Dublin show

IRELAND'S biggest international boat show and fisheries exhibition opened in Dublin on Tuesday this week.

Surprise choice to officially open the proceedings at Simmons Court Pavillion was senior captain of the Icelandic Coast Guard, Gudmundur Kjaernsted, who commands Iceland's protection fleet flagship.

The show closes on Sunday.

HULL INQUEST

A FINDING that Ronald Albert Taylor (29), third engineer of the Hull trawler *Arctic Freebooter*, had been lost at sea, believed killed or drowned, on December 30, was recorded at a Hull inquiry last weekend.

The inquiry was conducted by Henry Wheatcroft, Department of Trade superintendent at the Hull

Mercantile Marine office, who took evidence from other members of the vessel's crew.

Mr. Taylor disappeared when the outward bound trawler was about 60 miles north-east of Spurn Point and was heading for the Norwegian Coast.

Evidence was given that he was last seen at 11.30 pm on December 30 when he had left the engine room for a rest.

COMMENT

HOW EASY it is these days to leap frog into politics on the back of the fishing industry. Only last year the prospective Conservative candidate for East Aberdeenshire, Mr. Albert McQuarrie, was stomping to Westminster and Brussels with a petition for a 50-mile exclusive fishing limit on behalf of British fishermen. Now we find that Mr. McQuarrie has been appointed chairman of the Scottish Conservative Party's Fisheries Consultative Committee formed last month.

By muscling in on the 50-mile limit claim Mr. McQuarrie obviously thought that he had chosen a safe political base to work from. The trouble was that he had not done his homework by the time he had landed in his petition Downing Street he still seemed to believe that all British fishermen were desperate for a 50-mile exclusive limit. If he had asked fishermen in his own area, especially those who fish off Norway, he might have found out otherwise.

Now, in his new official capacity, it looks as if Mr. McQuarrie is on the wrong road again. The time he wants to block the setting up of a national plastic box pool in Scotland, because this would put wooden box makers out of work.

Saving jobs is an admirable cause, but not ensuring that when housewives get their fish, has been handled in a modern and hygienic manner. Fish is now a high price commodity competing at the top end of the food market, and any switch to modern handling methods, the plastic boxes should be encouraged.

Yes, the fishing industry does need even ding politicians to take an interest in it. But of any value, this must be an informed interest.

fishing news

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Shetland snails 'not unusual' say herring men

FOLLOWING the announcement that Aberdeen marine scientists are to investigate the large shoals of herring around Shetland, fishermen in the islands have said that there is nothing unusual about the big shoals.

The only reason they have not been caught in quantity in recent years, they say, is because local fishermen have been forced to leave them to the foreign boats.

The skippers say that: "The quantity of herring in this area is by no means unusual. For years, only the foreigners have been allowed to take full advantage of these."

"For example, when our licences to fish herring were withdrawn last September, we were forced to go to the

Minch, leaving behind large shoals of herring for other countries to exploit. "We do not believe that herring at present being caught around Shetland are those which in past years have gone to the west coast. "Shetland herring and those in the Minch are of completely different qualities, as all processors and fishermen who have worked with them know."

"For the industry to benefit fully from the herring around Shetland it is essential to have an adequate market in Shetland as weather does not always permit a journey to the north east coast."

"However, the eight month ban in the North Sea, proposed by a section of herring industry, puts local processors in an impossible situation as they rely solely for their supplies on locally caught

herring," say the skippers.

"This year Shetland herring has proved to be of prime importance to the industry. Is it too much to ask, therefore, that an area around Shetland be used exclusively for the benefit of the British herring industry?"

BREKKES END NORWAY DEAL

THE HULL-based fish firm of Brekkes Ltd. is ending its contract for the Norwegian Seafridge brand 'Frozen at Sea Fillets.'

A spokesman for Brekkes said this week: "After the termination of the five-year exclusive selling arrangement on May 16, 1977, Brekkes will be free to offer a wider range of frozen at sea and imported fillets. "When the arrangement was entered into a

catch of some 8,000 tons a year was envisaged from five factory trawlers. This fleet has been reduced to three vessels fishing on restricted quotas and Brekkes will now be in a position to offer a wider range of fillets from many sources than previously under the agreement. "This should enable the company to be more flexible in serving its customers in the highly competitive fillet market."

sinking is solved

A FAULTY seam in the bulkhead of the 38 ft. Guernsey fishing boat *Seacroft* caused her to sink off St. Peter Port (Fishing News, February 25).

After her salvage, a surveyor from the WFA went to the island to examine the craft.

It seems that the sea burst the bulkhead and flooded the vessel. *Seacroft* has a stern fish hold and the bulkhead is designed to keep the water in the hold.

Barnetts of Frying Pan Alley Ltd

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March 1977.

MILFORD PICKS UP

LANDINGS at Milford Haven last week were larger than in previous weeks thanks to better weather on the Irish Sea grounds.

Market prices stayed high which resulted in some of the best grossings of the year.

Top ship was *Bryher* (Skipper A. James) which landed 151 kits to gross £6,213. The vessel's main varieties were 30 of cod, five

of whittings, 45 of roker, three of turbot and brill, three of plaice and two of soles.

Also successful was *Norrad Star* which returned to port with 145 kits to make £5,362.

On the same day *Brenda Wilson* made £4,004 from 117 kits. Seventy five of cod, 20 of whittings, 120 of roker, five of turbot and brill, two of plaice and three of soles were the vessels' main varieties.

Lowestoft 'has pulled through'

THE ANNUAL dinner and dance of the Lowestoft Trawl Fish Merchants' Association was recently held at Gunton Hall, Lowestoft, with guests attending from Grimsby and Swansea.

The president, Ken Coleman, welcomed the guests and members of the association. He reminded them that at the last dinner he predicted that 1976 was going to be a difficult year, but that the Lowestoft fishing industry would weather the storm and pull through.

He said that is exactly what happened — in Lowestoft the catching power in the port had increased, against the national trend which is to lay ships up and not replace them.

"I would like to pay tribute," he said, "to the fish merchants and processors of Lowestoft who by their tenacity are still a very reckonable force in the country and without this force and energy, Lowestoft would be facing a similar problem to some of those in other parts of the country."



Aubrey Moore (right), president of Lowestoft Fishing Vessel Owners' Association, talking to Ken Coleman (centre), president of Lowestoft Trawl Fish Merchants' Association. On the left is John Briggs of Ross Group.

(With the usual insincere apologies to Samuel Pepys, Esq. M.A. F.R.S. Clerk of the Works and Secretary to the Admiralty).

M. Barnett of Frying Pan Alley

... and me



Don't cut hull costs to the bone

Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, pilotage authorities and public services turn to Tylers for rugged reliability.

Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

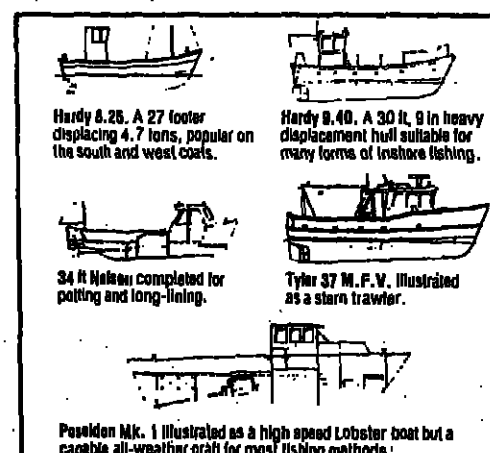
When you come to sell a boat built on a Tyler hull, you can expect to reap an additional benefit — a re-sale value which justifies your foresight.

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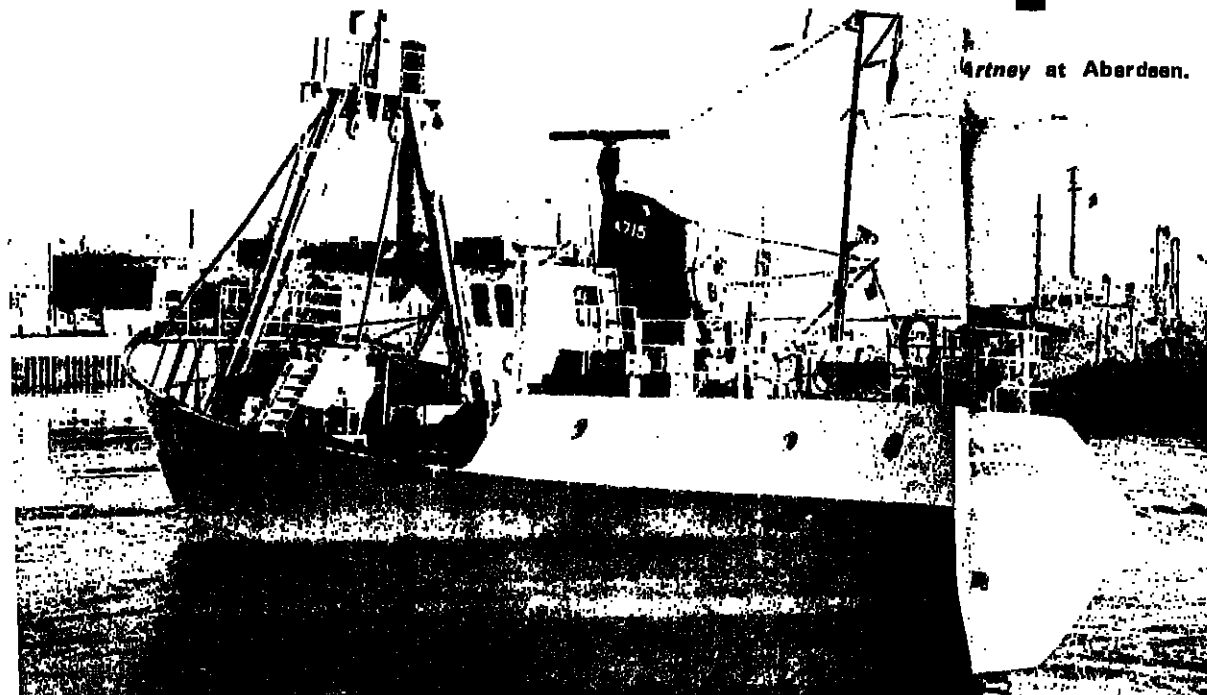
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GLEN ARTNEY: first & pocket trawling pan



Artney at Aberdeen.

J MARR (ABERDEEN) LTD. has taken delivery of the 86 ft. pocket trawler **Glen Artney** from the Aberdeen shipyard of John Lewis and Sons Ltd. She is the first of two sister-ships delayed by a yard bankruptcy.

She will fish under the command of Skipper Joe Glass, who was formerly in charge of the J. Marr stern trawler **Glen Coc**.

A sister-ship to **Glen Artney**, to be named **Glen Farg**, is now being fitted out at the Lewis yard and will be completed in about six weeks.

The two vessels were originally ordered from the Dundee yard of Smith and Hutton, but this firm went bankrupt while the hulls were under construction.

Their hulls and basic superstructure were built at the Middlesbrough yard of Tees Marine Services Ltd. under sub-contract to Smith and Hutton.

Both hulls were about ready for launching from the Middlesbrough yard in 1975 at about the same time that Smith and Hutton ceased to operate.

Last year Lewis won the contract to complete the two vessels. It has done the entire fitting out job and the owners are very pleased with the work it carried out.

Designed by Tynedraft Design Ltd. of Newcastle on Tyne to the requirements of the owners, **Glen Artney** is classified at Lloyds as +100 A1 Trawler. She is of round bilge form with raked stem and transom stern.

With a registered length of 79 ft. 9 in. and beam of 22 ft., she is of traditional Aberdeen pocket trawler layout, being equipped for starboard side trawling only. The superstructure is extended to the port rail and aft to the transom.

Propulsion engine is a Mirreless Blackstone type ETS16 MGR turbo-charged diesel of 600 hp at 706 rpm. It drives the fixed-pitch propeller through a Mirreless Blackstone gearbox of 24:1 reduction ratio.

A Gilbert Gilkes and Gordon bilge and general service pump is belt-driven from the forward end of the main engine.

Pelican Engineering Co. (Sales) Ltd. of Leeds assembled and supplied the two auxiliary sets, which are based on Gardner 6LX diesel engines.

A Newage Stamford 35kW 440 V alternator, and a Hamworthy 2SF34 air compressor, are driven from the starboard auxiliary engine.

Equipment driven from the port unit comprises another Newage Stamford 35kW 440V alternator and the hydraulic power-pack for the trawl winch.

Electrically-driven equipment in the engine room includes a Gilbert Gilkes and Gordon Series M bilge and general service pump, a Hamworthy 2SF34 air compressor, F. R. Hughes domestic fresh and seawater pressure sets and a Wier main engine gearbox standby lube oil pump.

A total of 28 tons of fuel oil is carried in engine room wing tanks and in a tank at the stern. Some 7½ tons of fresh water are carried under the fishroom.

On deck, a Hydraulic

Brattvaag type D1A8 low pressure hydraulic trawl winch is positioned forward of the deckhouse. It has capacity on each of its two main drums for 500 fathoms of three in. warp and has hydraulic shooting gear and hand-operated guiding on gear, clutches and brakes.

Hydraulic power is provided by a Brattvaag G16 pump driven off the fore end of the port auxiliary engine through an Anderson clutch which can be engaged from the wheelhouse.

The bi-pod tubular steel mainmast carries the gillnet blocks and cod end derrick, and a hydraulic towing block is fitted on the starboard rail. Other equipment on deck includes a Shetland ONE 7 Mk. 11 gutting machine from C. F. Wilson and Co. (1932) Ltd., and a Cosalt fish washer. A C. F. Wilson elevator carries fish from the

gutting machine to the fish washer.

The fishroom is insulated with glass fibre slabs, lined with timber, and is fitted with aluminium stanchions and wooden pound boards, having two steel hatches with wooden covers.

It has accommodation at the after end to carry about 450 boxes of fish and the forward section is arranged for shelving. A flush deck scuttle is fitted in the deck over the ice locker.

Most of the electronic equipment in the wheelhouse is from Decca and Redifon.

Decca supplied two Simrad EQ echo sounders with MA Echo Magnifiers, and Decca RM918 radar, Mk. 21 Navigator, 350 T Track Plotter and 450 Automatic Pilot.

Units from Redifon comprise WK 2882 Watchkeeping Receiver, Radcom Saxon

then completed locally in just nine weeks.

The boat has an overall length of 30ft. 3in.; waterline length, 27ft. 1in.; beam, 10ft. 9in. and draught, 3ft. 3in.

The hull has its sheerline increased by approximately two to three inches to give deeper bulwarks, increased space below deck and deeper draught. A new mould has recently been made to produce the hull and now almost 100 are in service from Finland to Barbados.

A local man, Mr. Davidson, tackled the GRP and carpentry on **Braggon** and he worked in Stefan's own layout. Stefan assisted throughout the building of **Braggon**.

The 1in. marine ply deck is sheathed with non-slip GRP and the scupper area is to WFA approval. The deck is supported by beams of 6in. x 2in. iroko.

An open forward chain locker is fitted. The clear deck area is then broken by three hatches. The forward hatch is a gear and fish hold. Stefan intends to carry 300 stone of fish in this hold, but as the hatch is aft of the hold it would be difficult to unload fish which moves forward.

A pump, battery and tool

King sub radio telephony has a yellow hull. Sealant 30 vhf radio external and internal telephone and 'Sailor' RW systems on **Glen Artney** entertainments receiver.

Other equipment includes the hull was laid up 'Tentford H115 steering gear long before being fitted and Wynnstruts M11 all its surfaces were window wipers.

Accommodation comprises a suitable for surfaces a six-berth cabin below deck to be shot or sand aft and a single and a two-berth cabin in the deckhouse.

There are separate w.c. and washroom facilities for the skipper and crew.

Equipment in the deckhouse interior of the bined galley and messroom comply with new includes a Kempas 9 Thermot of Trade type KN35 electric cooker, and are certified Reekay deep freeze cabinets.

The deckhouse is of steelwork in the and a stainless steel sink and superstructure. The wheelhouse and steering gear compartment are fabricated from aluminium. Electric heaters are fitted, etc. was treated the wheelhouse and accommodation.

As is the custom with Flameguard under-vessels in the Marr fleet. Deck and topcoat.

Teenager skippering liner

NINETEEN - YEAR - OLD Stefan Glinski of Hayle, Cornwall, has started line fishing with his new GRP 30-footer **Braggon**. So far the boat has ranged along the north and south coasts of Cornwall.

Stefan, who has worked in Stevenson of Newlyn's net loft learning the arts of mending and splicing, went to sea on a Newlyn-based trawler. However, he found that young deckhands were badly paid and decided to switch inshore, gaining experience in mackerel and long-lining.

The boat has been bought through the White Fish Authority and is owned by a partnership in the Glinski family.

Braggon will be mainly lining, working 10 baskets of 230 hooks on the North Cornish dog grounds. He also intends to fish pollock and ling on local wrecks, using gurdies and handlines, assisted by a crew of two.

'The boat's GRP hull was delivered to Cornwall from the moulders, Versatility Workboats of Rye, complete with frames, engine beds, bulkheads and gunwales moulded in. The stern gear was also installed. She was

then completed locally in just nine weeks.

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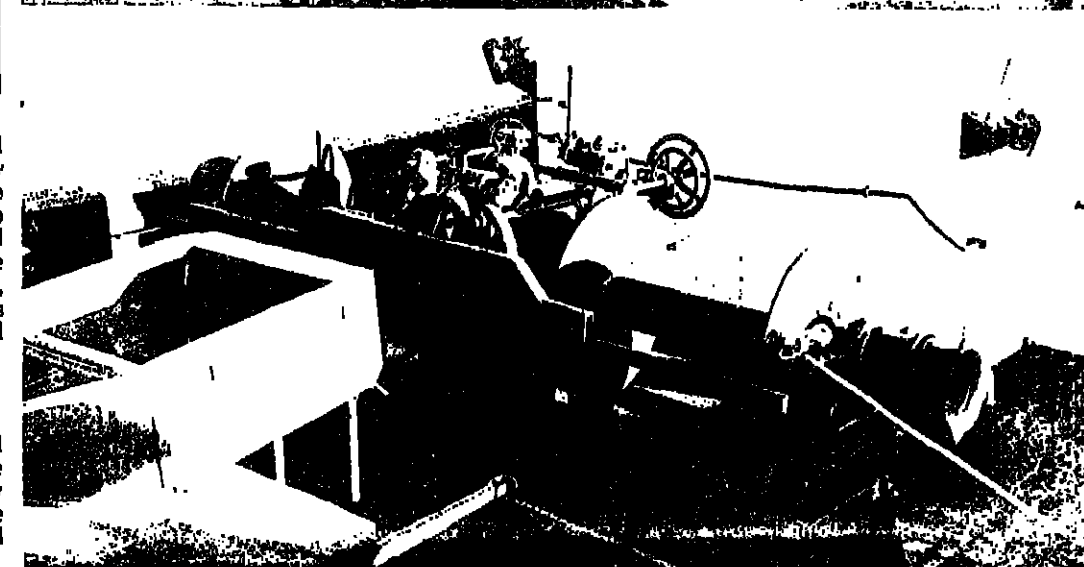
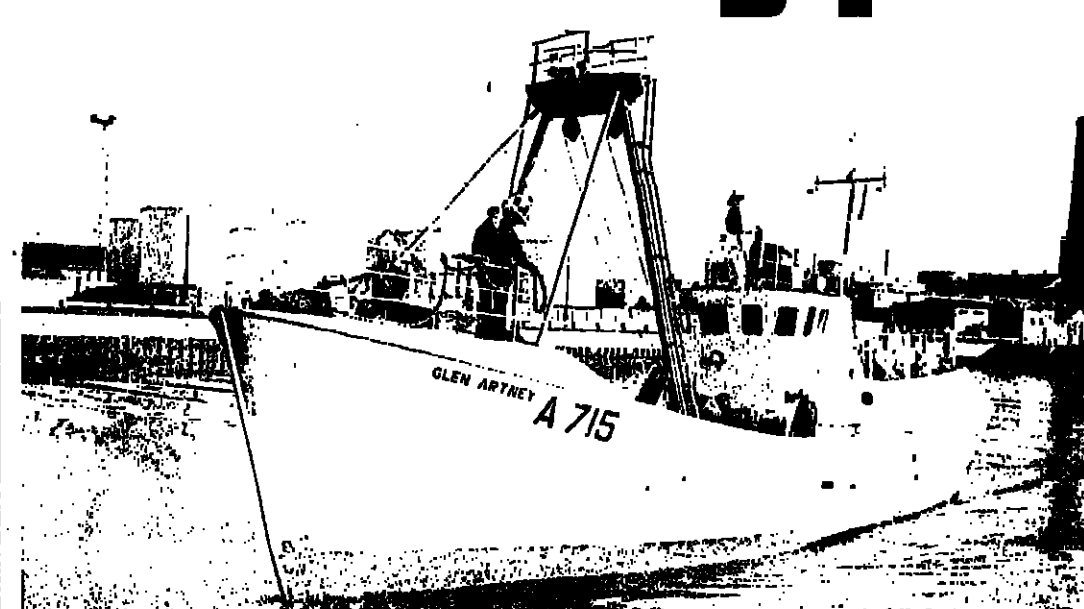
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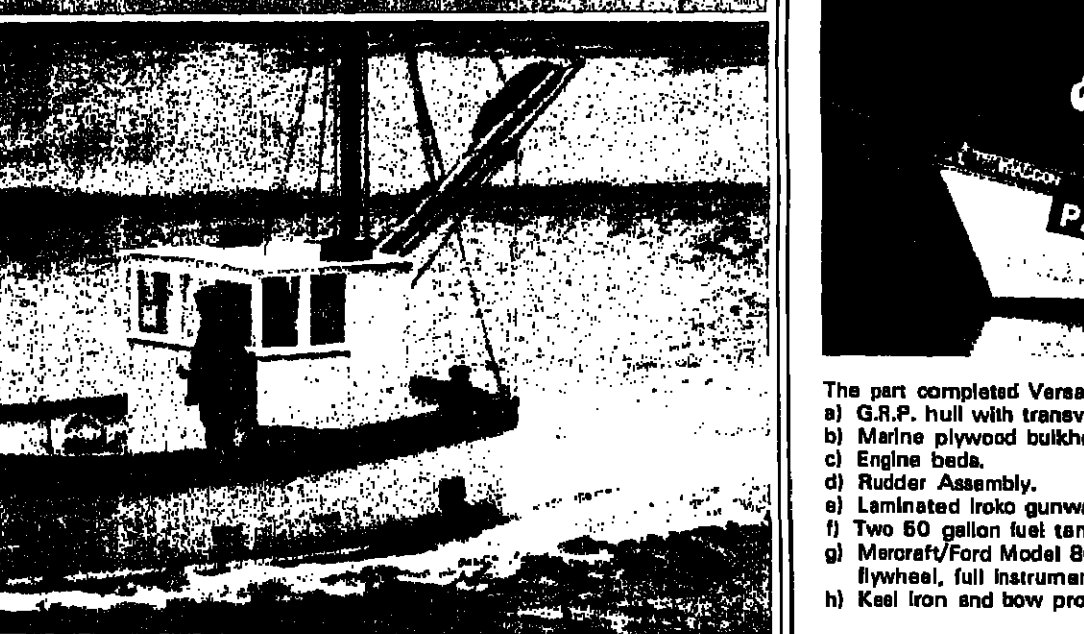
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If fire should break out, a gas develops in the paint film which prevents the spread of flames. Ballistic fire-retardant and anti-corrosive paint was applied to the steelwork behind linings and in the bilges and chain locker.

Top: the yellow-hulled **Glen Artney** is the second to last boat from the Lewis yard. It is switching over to oil-related work. Above: the 86ft. side trawler is equipped with a Hydraulic Brattvaag low pressure hydraulic trawl winch mounted just forward of the deckhouse. A Shetland gutter and fish washer are also fitted on deck.



Above and right: two views of the 30-footer **Braggon** being delivered as a completed boat after nine weeks.

compartment - with a three-in. x 22in. propeller on chosen for performance and has a speed of eight knots. The 800 rpm, 30-gallon GRP coated engine is mounted on the engine and removable. Three Warner 73C oil-cooled gearboxes. The flywheel is

Turn to page 10

years ago.

MARCH 5, 1927

BURGHEAD and Hopman, Morayshire, herring drifter fleet abandons Irish herring grounds due to bad weather.

APPLICATION to build fish manure factory at the Burn of Daff, turned down by Lower Deeside District Committee, Kincardine, Scotland.

ABBROATH fishermen appeal to Prime Minister, Stanley Baldwin, to lift restrictions on seine netting by boats over 40ft. in St. Andrew's Bay.

KIPPER-making machine shown in *Fishing News* 'Modern Fish Trade Device'. Claimed to be the first of its kind, it splits fish, removes entrails and gills at 2,400

per hour. Being fully automatic, the fish need no sorting.

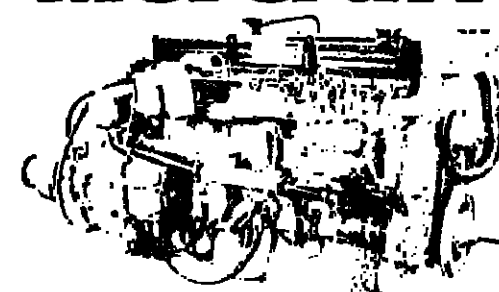
TWO Plymouth, Devon, trawlers are sold leaving five at the port.

FISHING NEWS publishes photographs of the progress with Scarborough's harbour improvements.

GRIMSBY steam trawler *Rosetta* sold to French owners. English crew takes her across the Channel.

50 years ago

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VERSATILITY 30 as supplied to Mr. Glinski



The part completed Versatility 30 supplied to Mr. Glinski included the following:

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- Rudder Assembly.
- Laminated iroko gunwales and rubbing strakes.
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A quotation for your individual requirement will be presented within seven days from your enquiry. The Versatility range extends from 26ft. (4 tons approx.) to 35ft. (12 tons approx.) ALL HULLS ARE MOULDED IN ONE PIECE (as opposed to two halves bonded together).



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LOBSTER-MEN!

Braggon

from page nine
sediment filters are fitted to the "Kunitor" fuel piping and fuel tank cocks are controlled from the wheelhouse.
A 5ft. x 5ft. aft wheelhouse is fitted offset to port. Stefan preferred a large wheelhouse to space aft and to port. Wheelhouse electronics include Koden sounder on hire, Senvoice VHF, Decca Navigator Mk.21, Sestrel compass and Vetus hydraulic steering.

One front opening window and a small starboard side window for controlling the engine from the deck are fitted. The 12 V electrics are all double switched and double fused, with a wipe action cleaning switch isolating the batteries.

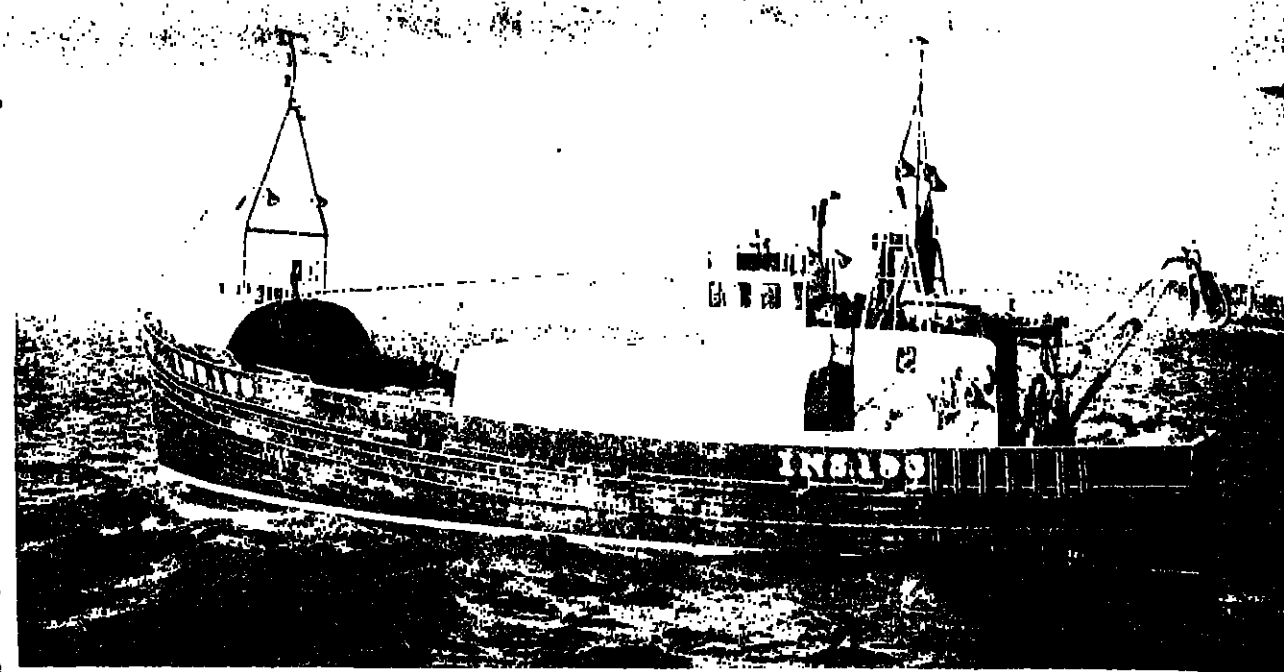
Foam and dry powder extinguishers are carried in the wheelhouse; engine fire protection is by an automatic BCF gas "Seasafe" system. A large double hatch in the wheelhouse floor gives access to a compartment that Stefan intends to use for bunks, although he admits it will be a tight squeeze. A hatch is provided aft of the wheelhouse for steering gear maintenance and emergency tiller access.

Deck gear consists of a Hydema K.B. 04E net and line hauler driven by a Vickers pump. A Whale Cusher bilge pump and engine-driven deck wash is provided.

A massive mizzen mast carries a gaff-rigged mizzen sail. The mast is nearly 5in. in diameter and this, together with the rather boxy wheelhouse, are the only points which detract from the vessel which is well fitted out and has many good ideas. She cost £11,000 to build and a fair amount of work was done by the owners.

Since the disastrous fire which swept the workshops of Versatility Workboats the firm has produced 21 hulls ranging from 25ft. to 35ft. The firm will be producing its 200th hull very soon.

Production of the 35ft. hull was just getting underway when the factory was burnt out and now the first one will be going into the water shortly. This will be a part-complete boat for Cornwall.



The 74 ft. seiner trawler Astra leaving Peterhead. She is powered by a 415 hp Kelvin diesel.

Thomson yard's seiner

LATEST completion by the Buckle yard of George Thomson and Son is the 74ft. wooden-hulled seiner-trawler Astra built for Skipper William Fletcher of Portgordon.

Designed by G. L. Watson and Co., she has a beam of 22ft. and is of larch on oak construction with a transom stern.

She is powered by a Kelvin TASC8 engine which gives 415hp at 1,220 rpm and drives the fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

A three in. Deami bilge and general service pump, and Transmotor generators of 110 and 24V, are also powered by the main engine.

Another three in. Deami pump and Transmotor 110 and 24V generators are driven from the Lister HRW3MA auxiliary engine. Tanks have capacity for 2,500 gallons of fuel oil and 400 of fresh water.

The D. F. Sutherland combination seine and trawl winch is powered from a Dowty variable delivery hydraulic pump driven off the fore end of the Kelvin engine through a Sutherland step-up gearbox. A standby hydraulic pump is driven off the auxiliary engine.

Other gear handling machinery includes Lossie Hydraulics power block and Beccles rope coiler. Storage bins are fitted for the seine net ropes.

Astra's whaleback and deckhouse are of steel and she has an aluminium gutting shelter. Wheelhouse equipment includes Kelvin Hughes MS44 echo sounder with BL1 scale expansion unit and Adscope, Kelvin Hughes type 17 radar, 'Sailor' radio telephones, Simrad Watchkeeping Receiver, Decca Mk. 21 Navigator and 350 Autopilot.

Also fitted are Tenford H115 ESG steering gear, a Wynstrums window wiper and a Bostrom Viking skipper's chair. The galley is equipped with a Kempesafe oil-fired cooker and hot water boiler.

Marinex fire detection and alarm equipment from Anglesey Fire Protection of Wales is fitted.

Bunks for eight are arranged in the cabin, below deck aft, which has a Reflexa oil heater. This also feeds radiators in the deckhouse.

Fitted with steel posts and wooden boards, the fishroom is insulated on the bulkheads with cork faced with cement.



LATEST addition to the inshore fleet at Redcar is the Northumberland-type seine trawler Coquet Queen (MH 222) built for Burrows Bros. at the boatyard of J. J. Harrison, Amble, Northumberland.

Coquet Queen has an overall length of 32ft. 6in. and a beam of 9ft. 6in. Her depth is 3ft. 6in. and she has been designed to work from a beach.

Built of larch planking on oak frames, the coyle's main timbers are spaced at 14ft. 4in. centres. Power is from a Ford Mercraft 4 cylinder diesel of 80 hp at 2,500 rpm which has a straight through drive. A 2in. circumference prop shaft and a 14in. x 12in. propeller are fitted.

Twin 12 gallon fuel tanks are mounted amidships, port and starboard of the engine, while a Whale manual bilge pump is installed on the forward thwart. An electric pump is also fitted.

The pot hauler, mounted at the stern, is by Smallop of Bridlington and the hydraulically powered unit is

driven off the fore end of the engine by a Dowty pump. A VHF radio telephone is fitted on the port side of the engine and a Ferraglyph 6500 Mk.2 sounder has been mounted under stern thwart.

Morse controls are fitted and the coyle has a weather dodger. Navigation and deck lights are carried on a tripod mast. The coyle will go lobster fishing and trawling.

ASTRA

We thank Thomsons and Skipper William Fletcher for selecting fire detection and alarm equipment from our

MARINEX RANGE and we wish them well

For full details of fire extinguishers, systems and detection from the Marinex range contact

ANGLESEY FIRE PROTECTION
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my capstan?

"I AM contemplating installing a capstan in a 26 ft. boat I have bought for trawling.

"I understand that the direction of rotation of a boat's propeller indicates the side on which it is best to handle a trawl and consequently the best position in which to position a capstan.

"If this is so, could you explain why, and also let me know about any other considerations which should be taken into account when deciding exactly where to fit one?"

■ The reason why the direction of propeller rotation indicates the side on which it is best to work a trawl is that, when you are hauling, you will find that the boat — particularly if it has a mast or much windage forward — will often lie quarter instead of beam on to wind and sea.

When this happens, the net, instead of coming in abeam, will tend to come in towards the quarter where it might foul your rudder and/or propeller.

If you have a right-hand turning prop and are working the net over the starboard side, a touch astern will counteract this tendency and at the same time swing the stern away from it.

It is best, therefore, to work your trawl over the starboard side if you have a right-hand turning prop and over the port side if you have a left-hand turning one.

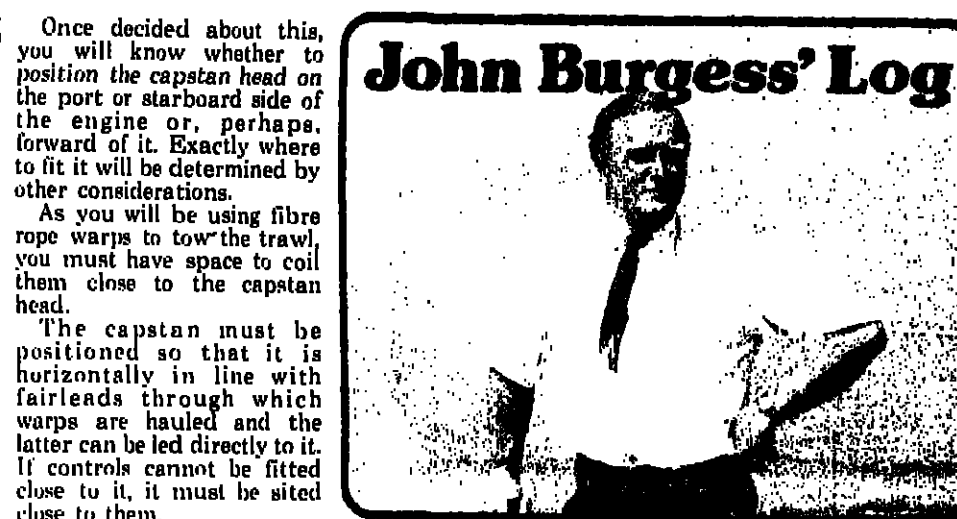
Check your rights

"SOME time ago I asked you about selling grey mullet and now I have found a buyer.

"But the person who has the salmon rights in the part of the fifth which I intend to set my 3 and 3 1/2 in. mesh nets says he will get the police to arrest me and confiscate them if I do so.

"If you were in my position, would you set the nets and risk being charged with poaching?"

■ I think that I would consult the Fisheries Regulation and Enforcement Officer, Fisheries Division, Department of Agriculture and Fisheries for Scotland, Argyle House, 2 Lady Lawson Street, Edinburgh, about my right to do so before setting the nets.



John Burgess' Log

Once decided about this, you will know whether to position the capstan head on the port or starboard side of the engine or, perhaps, forward of it. Exactly where to fit it will be determined by other considerations.

As you will be using fibre rope warps to tow the trawl, you must have space to coil them close to the capstan head.

The capstan must be positioned so that it is horizontally in line with fairleads through which warps are hauled and the latter can be led directly to it. If controls cannot be fitted close to it, it must be sited close to them.

WIDER FREQUENCIES CAN FIND MACKEREL

ON FEBRUARY 11, in reply to a question about echo sounders suitable for detecting mackerel, I said that as far as I knew mackerel were more likely to be found with sounders having transducer frequencies of 100 kHz or over than with lower frequency instruments.

I had got that opinion from a director of a company which sells and services echo sounding and ranging equipment in the West-country.

He said that his firm had fitted many fishing vessels in Devon and Cornwall with echo sounders, some with transducer frequencies of between 30 and 50 kHz and others with frequencies of 100 kHz and it had become clear that frequency is of major importance when detecting poor targets such as mackerel which have no swim bladders.

He went on to say that owners who have sounders with 100 kHz ceramic transducers installed in their

boats obtained far superior markings from mackerel than those with 30-50 kHz transducers. He showed me some recordings of echoes from shoals of mackerel which were better than any I had ever seen.

There was no reason for his opinion to be unduly biased because his company was as happy to sell and install low frequency as high frequency instruments. I therefore consider it to be sound.

Expert

It has since become evident that there are some who do not subscribe to this opinion, among them experts of the Decca Radar Co. which sells and services Simrad sounders and sonars in the UK and Eire.

I recently received from them excellent recordings of mackerel made with 38 kHz Simrad EQ sounders. The sets were installed in the Northern Ireland vessels Stephens and Spes Magna which were fishing off

Plymouth, Devon, at the time.

Accompanying the recordings were others made by the vessels with their 29 kHz Simrad SK3 sonars. These too were excellent and dispel any doubt about being able to detect shoals of mackerel with low frequency instruments.

Two questions, however, remain open. Is a low frequency sounder as effective as a high frequency instrument for detecting mackerel when shoals are not so dense, and which would be the most cost-effective sounder to install for mackerel fishing in a 35 ft. MFV like the one owned by the correspondent who raised the question in the first place?

CAULKING MALLET

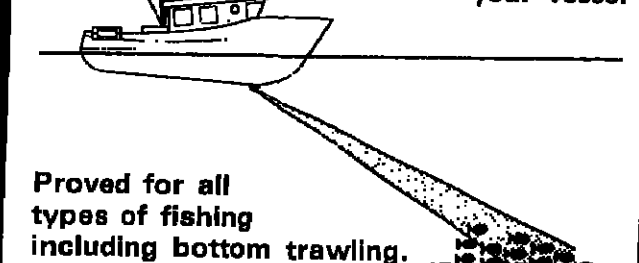
"I WONDER if you know of a firm which can supply caulking mallets. I have tried without success to get them here in Buckle."

■ Caulking mallets are obtainable from Davey and Co. (London) Ltd., 88 West India Dock Road, London E14 8JE, and so are oakum and caulking irons.

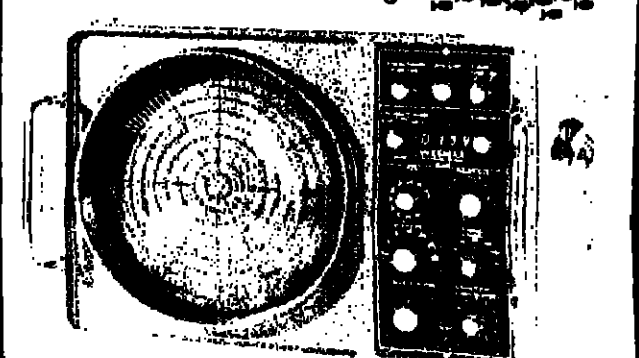
ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

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All about radar

IF YOU are thinking of installing a radar in your boat or if you have one installed and feel that you don't know all that there is to be known about how to get the best out of it, it is likely to pay you to invest in a copy of a book by John French.

It is called *Small Craft Radar* and is a work which will be of more practical value to you than any so far published.

This is so because the author not only has extensive theoretical knowledge of his subject and can write clearly and lucidly about it, but

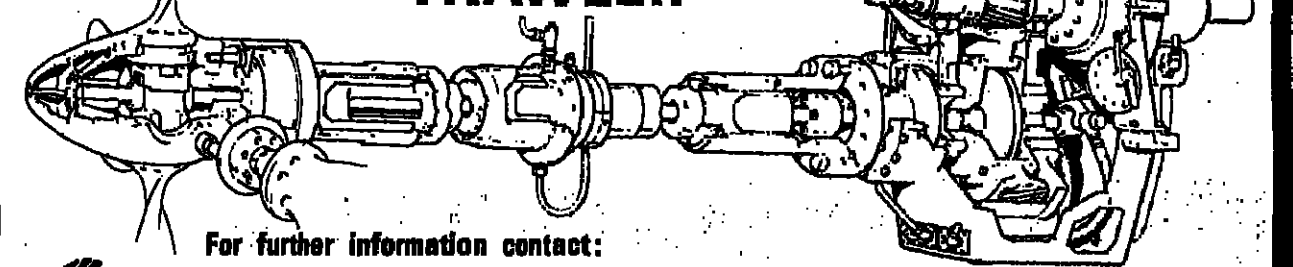
because he is a designer and developer of radars and the owner of a boat in which they can be tested under seagoing conditions.

In the book he first gives an account of the evolution of small radar sets and then explains radar principles.

He goes on to describe how to operate sets and how to interpret the pictures they present, illustrating his text lavishly with photographs and drawings which enable you to understand it.

Published by Stanford Maritime, it is obtainable from booksellers in the UK, and price 24.50.

This is the ULSTEIN "TRAWLER"



For further information contact:
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£50,205: *Ross Khartoum*, BUT (Sk. F. W. Gray), 1,812 k, NC, 24 days.
 £46,087: *Boston Halifax*, Boston (Sk. R. Evans), 1,528 k, WS, 28 days.
 £44,381: *Ross Kelvin*, BUT (Sk. T. Pembroke), 1,566 k, NC, 25 days.
 £43,878: *Northern Reward*, BUT (Sk. W. Harris), 1,663 k, NC, 22 days.
 £43,686: *Ross Juno*, BUT (Sk. A. V. Meech), 1,529 k, WS, 26 days.
 £43,248: *Boston Phantom*, Boston (Sk. T. Smith), 1,482 k, NC, 23 days.
 £40,351: *Port Vale*, Consol (Sk. P. Blaney), 1,566 k, NC, 23 days.
 £37,949: *Volcanus*, Boston (Sk. E. Grant), 1,566 k, WS/NC, 25 days.
 £36,628: *Spurs*, Consol (Sk. M. Ward), 1,322 k, NC/WS, 23 days.
 £23,969: *Ross Rodney*, BUT (Sk. G. Carsberg), k, NC, 20 days.

Middle water

£18,930: *Ross Lynx*, BUT (Sk. D. Cooper), 822 k, W, 17 days.
 £18,928: *Ross Jaguar*, BUT (Sk. J. Waddingham), 786 k, W, 16 days.
 £16,661: *Ross Cheetha*, BUT (Sk. T. Ross), 717 k, F/W, 16 days.
 £15,209: *Ross Tiger*, BUT (Sk. D. Avery), 558 k, F/W, 15 days.
 £14,465: *Okino*, Taylor (Sk. J. McUrlich), 660 k, W, 15 days.

North Sea

£8,976: *Lemberg*, Lindsey (Sk. H. Pexman), 327 k, NS, 13 days.

Sailors

£9,003: *Linda Lise*, Richardson (Sk. C. Olesen), 293k, NS, 19 days.
 £7,907: *Lena*, Chapman (Sk. E. Sorensen), 300k, NS, 18 days.
 £7,699: *Cineraia*, Allard Hewson (Sk. H. Pinner), 254k, NS, 19 days.
 £7,076: *Anne Scott*, Allard Hewson (Sk. M. Dam), 244k, NS, 20 days.
 £7,045: *Kesteven*, Sleight (Sk. J. Olesen), 239k, NS, 15 days.
 £7,036: *Sanrene*, Sleight (Sk. W. Sanderson), 236k, NS, 19 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Norway Coast: *Gillingham*, *Huddersfield Town*, *Lord Jellicoe*, *Ross Kashmir*, *Ross Revenge*, *Newfoundland*, *Boston Comanche*, *Ross William Wilberforce*, *Feroes* and *Westerly*: *Lucerne*, *Okino*, *Ross*.

Expected during the week from Norway Coast: *Arctic Rebel*, *Ross Trafalgar*, *St. Dominic*, *Somerset*.

PORT MARKETS

MONDAY, FEBRUARY 28

FLEETWOOD

Prices: turbot, £170; halibut, £40/£50; hake, £34/£79; cod, £20/£36; haddock, £23/£35; dogfish, £17/£22; gurnard, £13/£14; lemon sole, £50/£70; ling, £22/£25; monkfish, £33/£34; plaice, £22/£38; whiting, £10/£28; megrim, £20/£28; conger, £20/£25; whiting, £21, per 10 lb. kit.

EYEMOUTH

Prices: large codling, £22.50/£24; medium, £23; best small, £20.50/£22; small, £18/£20; medium haddock, £18.50/£20.90;

LOWESTOFT

Prices: cod, £25.50/£35; large and medium plaice, £22; small, £22/£24; codling, £28/£35; large haddock, £28/£30; small, £28/£30; large turbot, £140/£170; small, £55/£80; whiting, £14/£25; lemon sole, £55/£80; sole and slupe, £150/£200; brill, £40/£45; dabs, £22/£30; catfish, £23/£25; per 10 lb.

GRIMSBY

A good supply of 8,486 kits from 19 boats met a fair demand. Prices: cod, £2.30/£2.90; codling, £2.70/£3; large haddock, £2.80/£3.60; medium, £2.60/£3.40; small, £1.90/£2.60; large plaice, £3.10; medium, £2.80; small, £2.20/£2.80; lemon sole, £7.50/£8; large dogfish, £8; medium, £5.60; rockfish, £1.80/£1.80; reds, £1.20/£1.60; per stone.

ABERDEEN

£43,787: *Ben Asdale*, Irvin (Sk. J. Gowie), 1,650 kits, NC, 18 days.
 £26,159: *Jasmin*, John Wood (Sk. E. Parker), 1,096 kits, F, 11 days.
 £25,891: *Admiral Drake*, North Star (Sk. I. Thain), 987 kits, F, 14 days.
 £13,468: *Ross Mallard*, BUT (Sk. E. Watt), 554 kits, S, 11 days.
 £12,163: *Seaward Quest*, Brucewood (Sk. D. Roff), 512 kits, S, 9 days.
 £11,786: *Strathclova*, Brucewood (Sk. A. Simpson), 453 kits, West-side, 10 days.

LOWESTOFT

£15,807: *Suffolk Conquest*, Hobson (Sk. R. Fiske), 648k, NS, 12 days.
 £14,013: *Benley Queen*, Talisman (Sk. A. Gill), 573k, NS, 12 days.
 £13,940: *SSAFA*, East Coast (Sk. B. Bowler), 582k, NS, 12 days.
 £13,863: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 571k, NS, 12 days.
 £13,244: *Boston Sea Fury*, Boston (Sk. V. Crisp), 558k, NS, 11 days.
 £13,102: *Constance Banks*, Hobson (Sk. D. Athorn), 600k, NS, 12 days.

NORTH SHIELDS

£19,454: *Ben Gairn*, Irvin, 62,062kg.
 £22,302: *Ben Strome*, Irvin (Sk. E. Longhorn), 58,350kg, F, 14 days.
 £5,060: *Valhalla*, Associated Fisheries (Sk. R. Vieth), 11,004kg, NS, 4 days.
 £3,667: *Christine Nielsen*, Irvin (Sk. C. Ellis), 6,924kg, 5 days.
 £3,601: *Fruitful Harvest*, Associated Fisheries (Sk. C. Home), 7,215kg, NS, 4 days.
 £1,600: *Tudor Times*, Associated Fisheries (Sk. N. Armstrong), 700kg, NS, 3 days.

MILFORD HAVEN

£6,213: *Bryher*, Norrand (Sk. A. James), 151 kits, 13 days.
 £5,362: *Norrand Star*, Norrand (Sk. J. Manson), 145 kits, 12 days.
 £4,004: *Brenda Wilson*, Jones (Sk. R. Evans), 117 kits, 14 days.
 £3,021: *Picton Sea Eagle*, Norrand (Sk. R. Foster), 150 kits, 13 days.

GRANTON

£14,500: *Arctic Riever*, Liston (Sk. M. Acum), NS, 820cwt, 13 days.
 KEY: I Iceland; F Faroe Islands; W Westerland; B Bear Island; NB North Sea; WS White Sea; NC Norway Coast; HW Home Waters; IS Irish Sea; S Shetland; WC West Coast; G Greenland; R Rockall; Sk Skipper; k kits; c cwt; kg kilo.

BRIXHAM

Prices: plaice, £2.60/£3; large sole, £18; medium, £19; pollack, £3; large whiting, £3; small, £1.80; large lemon sole, £6.80; brill, £6; best wings, £5; slupe, £15; monkfish tails, £7; flounders, 60p; large dabs, £3.50; small, £1; per stone; scallops, £1.25; per doz.

HULL

5,757 kits from three distant water vessels and one North Sea seiner. Price ranges per 10 lb. kit, heads on shell cod, £24.50/£34 (average); £27.50; bull, £27/£30.75 (28.65); cod, £21/£22; ling, £21.25/£37.30 (27.15); shell haddock, £24.75/£32.50 (27.95); cod, £13.50/£18.25 (£15.40); bergylts, £10/£18.50 (£13.75); plaice, £23.25/£28 (£25.80); No distant water halibut or bulk haddock.

GRIMSBY

2,049 boxes from 17 boats. Prices: codling and cod, £3/£3.70; whiting, £2.30/£2.70; codfish, £1.50/£1.70; monkfish, £2.70/£3.90; turbot, £16/£18; plaice, £2.50/£4; sole, £7/£8; per stone, haddock, gutted, £15.80/£25.50; small, round, £12.50/£14; all per box.

MALLAIG

1,434 boxes from 21 boats. Prices: cod, £2.87/£3.37;

BILLINGSGATE

ON TUESDAY 311 tons were delivered. Average selling price on merchants stalls:

salmon, £2.10/£3; rainbow trout, 70p/80p; sole, £2.10/£2.80; plaice, 50p/60p; slupe, 70p/85p; medium, 90p/£1.50; large, £1.15/£1.25; cels, 80p/£1.20; foreign smoked salmon, £3.00, per lb. large turbot, £18.20/£19.50; medium, £9.80/£11.90; small, £4.20/£5.30; large brill, £6.30/£7; medium, £3.30/£5.60; small, £2.10/£2.80; Danish plaice, 11lb-21lb, £4.50/£5; large halibut, £11.20/£14; medium, £12.80/£21; small, £7/£9; selected lemon sole, £7/£8.50; headless home water cod, £4.80/£5; fillets, half cod, £6.70/£7.50; bull, £3/£5.50; £3.90/£4.20; haddock, £2.80/£3.80; home water haddock chits, £2.80/£3; kit, £3.40/£3.50; gibbers, £4.40/£4.50; jumbos, £5.20/£5.30; selected whiting, £3/£5.90; English dogfish, £5/£6; large, £6.80/£7.80; mackerel, £2.30/£2.50; fresh herring, £2.30/£2.50; London cured dry haddocks, £8.30; golden cutlets, £6.40; filleted kippers, £4.80/£5; selected kippers, £4/£5.50; skinned monkfish, £11, squid, £6.50/£7.50; red mullet, £12.60/£15.40; bass, £19.50/£22.40; per stone.

SHELLFISH

SELECTED lobsters, £150/£4; crabs, over 3lb, 30p/40p; under

HERRING REPORT

WEDNESDAY, FEBRUARY 23

Stornoway: one definite tonnage; home market at £16.50/£18.50; mixed in size. Spent, 360/480 per 50kg.

Ullapool: four trawlers, 24 tonnes; home market at £16.00/£17; very mixed in size. 500/550 per 50kg. Additional 13 tonnes expected.

THURSDAY, FEBRUARY 24

Stornoway: two trawlers, 15 tonnes; home market at £13/£17.60; uniform to very mixed in size. 300/580 per 50kg. Ullapool: four trawlers, 50 tonnes; home market at £15.60/£16.60; mostly smalls. 540/600 per 50kg.

Ullapool: three trawlers, 32 tonnes; home market at £16.80; mixed in size. Spent, 380/420 per 50kg.

FRIDAY, FEBRUARY 25

Ullapool: seven trawlers, 40 tonnes; home market at £15.60/£17.40; slightly mixed to very mixed in size. Spent, 300/600 per 50kg. Additional 20 tonnes expected.

Mallaig: one trawler, three tonnes; home market at £16; uniform in size. 310 per 50kg.

Lerwick: three trawlers, 180 tonnes; home market, 10 tonnes at £14; klonkyling, 150 tonnes at £14; mixed in size. Spent, 300/380 per 50kg.

SATURDAY, FEBRUARY 26

Lerwick: two trawlers, 67 tonnes; home market, 15 tonnes at £14;

monkfish, £4.50/£4.67; ling, £1.93/£2.80; hake, £2.53/£3.13; roker, £1/£2.14; haddock, £1.17/£3.78; whiting, £1.32/£1.90; hake, £2/£2.60; turbot, £10/£13.80; roe, £2/£3.80; sole, £1.93/£3.03; dogfish, 8p/90p; conger, 80p/85p; flatfish, £1/£1.70; prawn tails, £10.40/£30; all per stone.

FROZEN FISH

PACIFIC NA salmon, £1.20/£1.65; Canadian halibut, 90p/£1.30; scampi, £1/£2.50 per lb; snappers, 32p; huss, 40p; grey mullet, 44p; plaice fillet, £7.50; haddock fillets, £4.50; squid, £4.20/£5.00; barbon, 2p; young far, 43p per lb; fillets, 47p; haddock, £3.50; squid, £4.20/£5.00 per stone.

RETAIL PRICES

AVERAGE National retail prices on Tuesday, March 1, as supplied by the National Federation of Fishmongers, are: cod fillet, 90p; down 2p; haddock fillet, 87p; sole fillet, 81p; plaice fillet, 91p; down 1p; mackerel, 28p; down 1p; sprats, 20p; down 2p; herring, 42p; down 3p; kippers, 54p; skate, 79p; dogfish, 74p; up 8p. Good things and excellent quality fish have been reported from most areas and prices have been very reasonable. Many fishermen will be offering special lines and as sole, plaice and dabs at reduced prices.

taken for a ride

FISHING boat skipper, William Thomson of Castle View, Port Seton, East Lothian, appeared in Arbroath Sheriff Court on Wednesday to face five charges on which involved taking away two policemen against their will.

The entire Wednesday morning was taken up in a legal debate and afterwards two of the charges, one of illegally fishing in the North Sea and the other of obstructing the police, were dropped.

Thomson, however, faced trial before a jury of nine women and six men on three other charges. He was charged with having carried off on his boat *Ross Haugh*, and detained against their will, two policemen, Constables Howard Powell and Charles Bell, Michael Forsythe-Grant and Donald McIntyre, chairman and Water Bailie of Southsea Fisheries Board, Brechin.

They were on board the fishing boat checking allegations of illegal fishing for salmon in the North Sea adjacent to Lunan Bay, Angus.

He was further charged with willfully destroying evidence by throwing overboard or by ordering two crew members to throw overboard a quantity of salmon, and nets, after he had been warned not to do so by Constable Bell.

The trial continues.

Oil rig guide

THE revised edition of *Oil Installations in the North Sea*, giving the position in February 1977 of all suspended wellheads and permanent installations in the North Sea, has been issued by the Department of Agriculture and Fisheries for Scotland. This booklet supplements the navigational warnings issued by the Hydrographer of the Royal Navy. Copies are available from your local Fishery Office.

WINCH FIRM TAKEN OVER

A GATESHEAD company has taken over the rights to produce Smallwood winches.

A. W. Smallwood Ltd. has been operating under a receiver since its parent company, Drypool, got into financial difficulties.

ALL SHELLFISH

Daily Consignments Required
R. BLOOMFIELD (Billingsgate) LTD.
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 Daily Sale Accounts. Phone: 01-826 7320, 7749, 4830.
 LABELS SENT ON REQUEST

SKIPPERS TURN UP inshore trawls

FOURTEEN inshore skippers, including six from the Shetland Islands, took time off from fishing last month to attend a new inshore fishing gear course at Hull.

The course was the first of a series in fishing gear technology for inshoremen which the White Fish Authority is running at its fisheries training centre and flume tank.

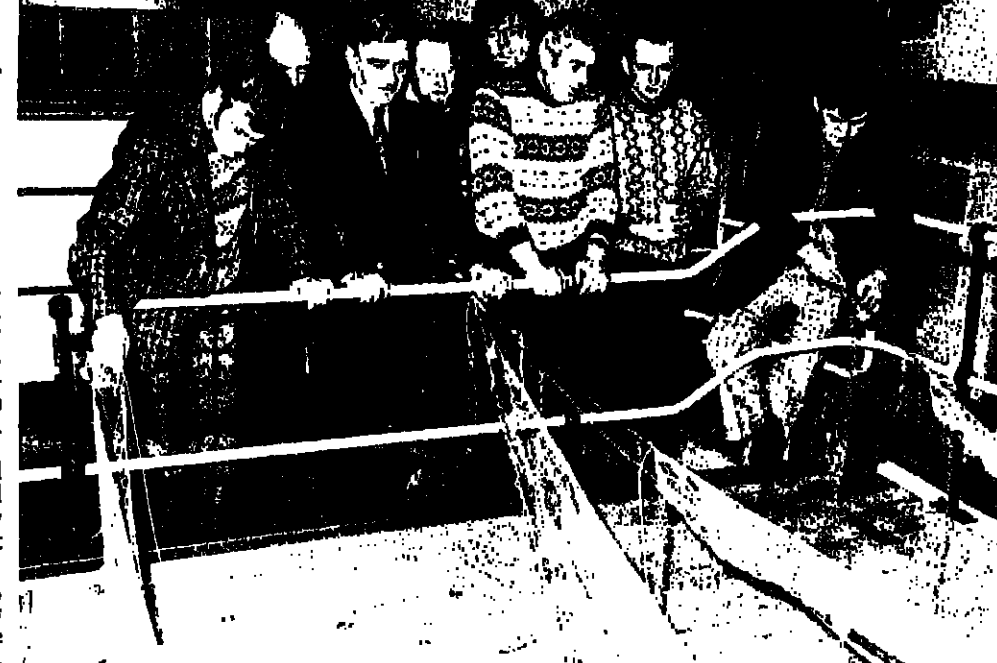
"There has been such a demand for places on the inshore course," said WFA training manager Duncan Amos, "that we are fully booked until the end of June. From then on we will be increasing the number to one inshore and one deep-sea course per month."

The group of skippers had over 240 years' combined fishing experience. Yet, they could still be taught about fishing gear.

Skipper Ralph Pottinger, who operates the 75ft. *Sirius* out of Lerwick, said: "We came here with an open mind. We've done a lot of work in the tank with different gears and have learnt a lot from it. It is definitely worth any skipper's time."

The inshore course is divided into three parts — trawls in general, bottom gear and mid-water gear. Skippers spend 20 to 25 hours out of the 37 hours experimenting with model trawls in the tank.

Trawls demonstrated include a Duthie 350 hp three-bridle bottom trawl (one-eighth scale), a Bors 200 hp



Looking at some of the model trawls made by WFA staff are (left to right) inshore skippers Ralph Pottinger, Keith Runtun, Alex Inkster, Bob Stevens, Pete Whitehouse, Bart Laurensen, Jimmy Robb and Jimmy Fullerton.

Goshawk bottom trawl (one-tenth scale), a Cosalt 200/250 hp pair bottom trawl (one-tenth scale) and an Apeldoorn mid-water pair trawl (one-twenty-fifth scale).

Skippers showed strong interest in all of the trawls demonstrated, but spent the longest time with the Duthie

three-bridle trawl which several of them work.

"By making small changes to the lengths of individual bristles," said Skipper Bert Laurensen of the Lerwick trawler *Radiant Star*, "we were able to increase the headline height from 19ft. to 28ft. at 21 knots, with little difference in wing-end spread."

"We also studied the effect of increasing the number of floats on the headline and increasing the weight on the footrope."

Skipper Maurice Addison of Swansen, said: "Some of us on the course operate on a much smaller scale than the Shetland boys, but we have found it very interesting. It makes you think more about your gear."

Chair Catch '77 talks

A FISHING conference is to be staged at Hull in conjunction with the Catch '77 fishing exhibition which runs from June 15-19.

With exhibits from France, Denmark, Eire, Holland, Portugal, West Germany, Japan and the USA, Catch '77 will have a big international following.

The conference is planned to cover all aspects of the industry. It will be chaired by Charles Meek, chairman of the White Fish Authority, and leading authorities will speak on the following subjects: European policies for the industry; future of fish marketing in the UK; processing of new species; future employment in the industry; new and experimental fishing techniques; and new trawler designs.

The show is heavily supported by engines, electronics, hydraulics firms, naval architects, nets and ropes, processing, propulsion manufacturers and shipbuilders, etc. Many new products will be seen at the show.

This underlines the importance of Humber-side and, particularly, Hull, as a leading port in the fishing industry in Britain.

The show will be opened by the Rt. Hon. John Silkin, MP, Minister of Agriculture, Fisheries and Food.

SCOTS 'VICTIMISED' IN CORNWALL

AN ATTACK on the Cornish authorities for victimising Scottish fishermen was delivered in the House of Commons last week by Scottish Nationalist MP Douglas Henderson.

He criticised the "appalling fines" levied on some of his constituents in a Cornish court recently. He alleged that one of the magistrates had indicated a preference before the case, and said the local fisheries officer had said he was "out to get the Scots".

The Scottish MP was immediately slapped down by Hugh Brown, Under Secretary of State for Scotland, who told the Commons: "I am not surprised at this further expression of inflammatory anti-English remarks by Mr. Henderson. I

regret any fisherman being found illegally fishing, whether he is a Scottish fisherman or not."

The row broke out after Cornish MP David Penhaligon had asked the Minister if he was aware of the gross over-fishing off the Cornish coast by Scottish boats.

He said the result could only be the bankruptcy of the Cornish mackerel industry — in the same way as the herring industry.

Mr. Brown replied that recent prosecutions had not only included Scottish boats. "There is no reason why boats should not fish legally for mackerel in the permitted limits," he said.

"There are peculiar locally-unique circumstances about the method of fishing by people in Cornwall," Mr. Brown continued. "I would like to see that preserved and I don't think this is inconsistent with sound conservation measures outside the limits."

Go-ahead for dock scheme

THE OUTER look gates to the inner basin at Millbay Docks, Plymouth, are to be repaired at a cost of £200,000 by the British Transport Docks Board.

This, says the Board, will greatly assist Plymouth's new trade in fresh fish which is expected to expand in the future.

Peter Murdoch, port director, Small Ports, told *Fishing News*: "The Board approved the proposal to repair the old gates after close consultation with existing port users, especially Color gas, and the Royal Ocean Racing Club."

"The decision illustrates our faith in the continued prosperity of the port."

The inner gates are now beyond economic repair, but will remain in operation while the outer gates, which are in

better condition, are taken out of service this spring, extensively overhauled and replaced in the autumn.

Once the outer gates are back in service, the inner ones will be scrapped.

Alternative possibilities are to replace the inner gates and repair the outer ones, which would cost £600,000, or to remove them altogether, allowing the inner basin to become tidal.

This last choice would mean that only craft able to float in two or three feet of water at low tide would be able to use the basin.

Mr. Murdoch said: "The Board has taken the best course of action in view of all the circumstances. It will be of the greatest benefit, not only to the Board, but also to the City of Plymouth."

WHITE FISH AUTHORITY TRAINING COURSES

MARCH	7 to 11	Fishing gear technology for distant water fishermen.
PITTSWEEEN	14 to 18	Care and maintenance in the engineroom hydraulics for fishermen.
PITTSWEEEN	21 to 25	Acoustic fish detection.
APRIL		
PETERHEAD	11 to 15	Care and maintenance in the engineroom hydraulics for fishermen.
PETERHEAD	18 to 22	Acoustic fish detection.
HULL	27 to 29	Marine science for fishermen.
MAY		
HULL	2 to 6	Fishing gear technology for distant water fishermen.
BUCKIE	9 to 13	Care and maintenance in the engineroom hydraulics for fishermen.
BUCKIE	16 to 20	Acoustic fish detection.
JUNE		
HULL	1 to 3	Fish handling and preservation at sea.
GRIMSBY	13 to 17	Care and maintenance in the engineroom hydraulics for fishermen.
GRIMSBY	20 to 24	Acoustic fish detection.
HULL	27 to 29	Marine science for fishermen.

All courses are FREE to bona fide members of the UK fishing industry. Overseas students are also admitted on a fee paying basis or specialised courses can be arranged.

To: The Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU5 4QE
 Telephone: 0482-27837
 Telex: 527251

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VESSLS FOR SALE



84ft. x 9ft 6in. x 3ft. carvel fishing vessel "Northern Lass", fitted with new Petter diesel engine 45hp 2:1 reduction fitted 1976, 380 hrs. running, used for angling only, genuine reason for selling, 14,000. Telephone: (0457) 411.

29ft. x 4ft 6in. x 3ft. musel drifter, powerful four cylinder 100hp diesel, electric start and winch, lights, cooker, anchor, ropes and A-frame, electric and manual bilge pumps (1,250). Telephone: Portmadoc 2570.

FOR sale 48ft. 6in. side trawler, 85hp engine, built 1938, engine re-fit completed, R/T and sounder ship's property, vessel lying N. Wales, Sherriff, Old Telegraph, Llanelli, Anglesey LL58 9NN.

VERSATILITY 30, fitted as stern trawler, three cylinder 100hp diesel, winch, stern galleys, etc., also suitable line fishing, six cylinder Ford 100hp, fully fitted wheelhouse and accommodation including Marconi sounder, VHF, Calor cooker, flush toilet, two berths, etc. £10,000 ono. Telephone: (0247) 2976.

FOR SALE BY PRIVATE BARGAIN M/V "RHODELLA" (BCK. 110)

Built of wood in 1986 by Jones Shipyard, Buckle, Gardner 230hp engine, Petter auxiliary.
Overall length 70.4ft., breadth 20.2ft., depth 8ft., tonnage 48.83; 110v and 24v lighting system.
Equipment owned by vessel: Saxon King 400w SSB, Elac echo meter and light, Decca 202 radar, Woodson Resu-Jona, 2182 KHZ receiver.
Hired equipment: Decca Mark 12 Navigator, Radion VHF. The vessel is in excellent condition and has been successfully employed at sea net fishing. Written offers to be made on or before 2.15.1977.

Further particulars and receiving arrangements can be obtained from the Fishermen's Mutual Association (Buckle) Ltd., 19 Commercial Road, Buckle, telephone: Buckle 32753 or from the skipper Eric W. Smith, Millbank Terrace, Buckle, telephone: Buckle 31107.

fishing news

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FOR SALE BY PRIVATE BARGAIN

MV "HELENA" (BCK 248)

Built of wood in 1967 by Hard & McKenzie Ltd., Buckle. Gardner 200hp engine. Petter auxiliary. Overall length 66.8ft., breadth 20.5ft., gross/net tonnage 43.8, 24 volt lighting system. Equipment owned by vessel: Kelvin Hughes echo meter £29, Kelvin Hughes fishlupe, Woodson DSB radio telephone, Kelvin Hughes 2182 watchkeeping receiver, emergency lifeboat, radio telephone. Equipment hired: Decca Radar, D202, Decca Navigator Mk12, Kelvin Hughes forland VHF. The vessel is in excellent condition and has been very successfully employed at sea net fishing, currently fishing from Peterhead. Written offers to be made on or before 16th April 1977.

Further particulars and receiving arrangements can be obtained from The Fishermen's Mutual Association (Buckle) Ltd., 19 Commercial Road, Buckle, telephone: Buckle 32753.

FOR sale MFV "Request", 1974, 27ft. x 9ft. 8in. x 3ft. 33hp air cooled reconditioned Lister, North Sea Winches hauler, Sealvoice radio, Sealvoice sounder, offers telephone: Ayrton 237 Mr. Fairbairn.

WHITBY cable built 1975, 27ft. x 8.8ft., Lister air cooled engine, North Sea hauler, VHF and sounder both boat's property, £5,500 plus WFA transfer, genuine reason for sale. Telephone: Scarborough 73253 or 67944.

GRP 22ft. F.V., built 1974, forward wheelhouse, Y812 diesel engine, etc. All £2,500. Telephone: North Shields 41824.

MFV "Gill Jane" JK 4841, 81ft. built 1965, Cal 200hp diesel, property under R/T, VHF, echo meter. On hire Decca Navigator and plotter, Spirit, bearing and white fish gear, ready for use. Apply A. Reid, Stranraer, Orkney.

38ft. steel fishing boat, built 1972, Lister 40hp diesel, winch, line plot hauler, radar, sounder, boom trawl, VHF, Calor cooker, flush toilet, two berths, etc. £10,000 ono. Telephone: (0247) 2976.

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28ft. carvel, two berth angling boat, forward wheelhouse, BMC Commander diesel, full electric, flush toilet, cooker, electric capstan, £5,000. Telephone: Weymouth 4278.

CONVERTED fishing boat 36ft., four berths in two cabins, w.c. compartment, galley, six cylinder BMC Commander diesel, aft wheelhouse, electric lighting, auto pilot, on Clyde. Offers around £2,850. Telephone: Kirkwall 3041 or Glasgow 041 429 3664.

30ft. climber double ended hull, vge with P8 engine marine box £750 ono. Also two ton belt driven winch 14:1 reduction, £350. Telephone: Preston 45870 6pm-7pm.

PURPOSE built 33ft. angling boat, twin 1.4 BMC's, green and drives under warranty, two berth, galley, toilet, seawater, sounder. £7,000. Telephone: Norwich 23602.

18ft. 6in. x 7ft. 6in. x 2ft. 6in. open fishing boat, mahogany on oak, 10 years old, Lister 3W2 15hp two years old, winch, Jabaco bilge pump, Sealvoice VHF, new, £2,700. Telephone: Felixstowe 77002 after 6 p.m. (Suffolk).

52ft. x 10ft. x 6ft. 6in. built Nobles 1965, radar Decca, VHF sounder, on hire. Radio ship's property, fitted for trawling. Telephone: St. Ives 8099 (Cornwall).

TYRE cutters, cut rubber strip, fitted for trawling. Telephone: St. Ives 8099 (Cornwall).

FOUR strong galleys and two meals, suitable boat 38/50ft. Also 300lb. down float anchor. Telephone: Weymouth 4663.

TYRE cutters, cut rubber strip, fitted for trawling. Telephone: St. Ives 8099 (Cornwall).

PORT & STARBOARD THE QUAY WEYMOUTH Telephone: 03057 71803

Trawlers with loads 50m x 30, 435 x VAT 8% 50m x 41 6in, 438 x VAT 8% For notes with loading £23,000. Post & Package £150

GILL NETS 50m x 10ft-3in mesh 438 x VAT 8% 50m x 12ft-4in mesh 438 x VAT 8% For notes with loading £23,000. Post & Package £150

FYKE NETS Hand made, proven, of strong construction Single 220 plus 8% P&P £1. Double 240 plus 8% P&P £2. TRAWLS 4 to 10 fathom from £50

LONG LINES Bred for samples of ropes. For further details send S.A.E. We hope to hold stock price until April & value stocks list.

TURRET lobster and crayfish pots galvanised steel wire on twisted steel frames, plastic escape proof entry. 84in. trial results have proved 100 per cent better than all other pots, circumference 55in. x 15in. high, brochure on request. £3.35 each, 100 pots, carriage paid. Telephone: 01843 712841. Kilmuir, Co. Clare, Eire.

SEAMEN'S NAVY BLUE JERSEYS In plain or ribbed Cornish style direct from maker 34-38 £7.50 38-40 £7.70 40-42 £8.00 44-48 £8.40 48-50 £8.70 Terms: money with order, satisfaction or refund. Wickham, 18 Church Road, Cheltenham, St. Austell, PL25 3NS

CREEL ENTRANCE rings 3in., 4in., 5in., 6in., 8in., 10in. Samples and lists of stockists from: I.L.M. Ltd., Kilmuir Place, East Kilbride, Scotland.

NEW queenie riddle, one sledge dredge, two bobbin dredges, cheap to new, can deliver. Telephone: Falmouth 313605.

RADIO receiver/transmitter Saxon Warrior 200w. Telephone: Newton Abbot 68037 evenings.

FOR sale, Sutherland trawl winch four speed Dunbar conversion, 115hp six cylinder Ford diesel, together with new Borg Warner gearbox and fittings. Telephone: 081 556 9670 evenings. Mr. Ian Rennie.

LOBSTER creels for sale. Telephone: Arbroath 73899.

GRIMSBY SHELLFISH COMPANY

Offer a wide variety of fresh and frozen shellfish, fresh and frozen crabs, live and boiled lobsters, cockles, mussels, whelks in vinegar, live and boiled whelks, live mussels and a wide variety of peeled prawns, crab claws, crab meat and many other sea products.

Telephone: 0472 88617 and 80389

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Continued from Page 14

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Telephone: 0472 88617 and 80389

VESSLS FOR SALE

28ft. carvel, two berth angling boat, forward wheelhouse, BMC Commander diesel, full electric, flush toilet, cooker, electric capstan, £5,000. Telephone: Weymouth 4278.

CONVERTED fishing boat 36ft., four berths in two cabins, w.c. compartment, galley, six cylinder BMC Commander diesel, aft wheelhouse, electric lighting, auto pilot, on Clyde. Offers around £2,850. Telephone: Kirkwall 3041 or Glasgow 041 429 3664.

30ft. climber double ended hull, vge with P8 engine marine box £750 ono. Also two ton belt driven winch 14:1 reduction, £350. Telephone: Preston 45870 6pm-7pm.

PURPOSE built 33ft. angling boat, twin 1.4 BMC's, green and drives under warranty, two berth, galley, toilet, seawater, sounder. £7,000. Telephone: Norwich 23602.

18ft. 6in. x 7ft. 6in. x 2ft. 6in. open fishing boat, mahogany on oak, 10 years old, Lister 3W2 15hp two years old, winch, Jabaco bilge pump, Sealvoice VHF, new, £2,700. Telephone: Felixstowe 77002 after 6 p.m. (Suffolk).

52ft. x 10ft. x 6ft. 6in. built Nobles 1965, radar Decca, VHF sounder, on hire. Radio ship's property, fitted for trawling. Telephone: St. Ives 8099 (Cornwall).

TYRE cutters, cut rubber strip, fitted for trawling. Telephone: St. Ives 8099 (Cornwall).

FOUR strong galleys and two meals, suitable boat 38/50ft. Also 300lb. down float anchor. Telephone: Weymouth 4663.

TYRE cutters, cut rubber strip, fitted for trawling. Telephone: St. Ives 8099 (Cornwall).

PORT & STARBOARD THE QUAY WEYMOUTH Telephone: 03057 71803

Trawlers with loads 50m x 30, 435 x VAT 8% 50m x 41 6in, 438 x VAT 8% For notes with loading £23,000. Post & Package £150

GILL NETS 50m x 10ft-3in mesh 438 x VAT 8% 50m x 12ft-4in mesh 438 x VAT 8% For notes with loading £23,000. Post & Package £150

FYKE NETS Hand made, proven, of strong construction Single 220 plus 8% P&P £1. Double 240 plus 8% P&P £2. TRAWLS 4 to 10 fathom from £50

LONG LINES Bred for samples of ropes. For further details send S.A.E. We hope to hold stock price until April & value stocks list.

TURRET lobster and crayfish pots galvanised steel wire on twisted steel frames, plastic escape proof entry. 84in. trial results have proved 100 per cent better than all other pots, circumference 55in. x 15in. high, brochure on request. £3.35 each, 100 pots, carriage paid. Telephone: 01843 712841. Kilmuir, Co. Clare, Eire.

SEAMEN'S NAVY BLUE JERSEYS In plain or ribbed Cornish style direct from maker 34-38 £7.50 38-40 £7.70 40-42 £8.00 44-48 £8.40 48-50 £8.70 Terms: money with order, satisfaction or refund. Wickham, 18 Church Road, Cheltenham, St. Austell, PL25 3NS

CREEL ENTRANCE rings 3in., 4in., 5in., 6in., 8in., 10in. Samples and lists of stockists from: I.L.M. Ltd., Kilmuir Place, East Kilbride, Scotland.

NEW queenie riddle, one sledge dredge, two bobbin dredges, cheap to new, can deliver. Telephone: Falmouth 313605.

RADIO receiver/transmitter Saxon Warrior 200w. Telephone: Newton Abbot 68037 evenings.

FOR sale, Sutherland trawl winch four speed Dunbar conversion, 115hp six cylinder Ford diesel, together with new Borg Warner gearbox and fittings. Telephone: 081 556 9670 evenings. Mr. Ian Rennie.

LOBSTER creels for sale. Telephone: Arbroath 73899.

GRIMSBY SHELLFISH COMPANY

Offer a wide variety of fresh and frozen shellfish, fresh and frozen crabs, live and boiled lobsters, cockles, mussels, whelks in vinegar, live and boiled whelks, live mussels and a wide variety of peeled prawns, crab claws, crab meat and many other sea products.

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28ft. carvel, two berth angling boat, forward wheel